

FINAL RECOMMENDATION SUMMARY FORM

WORKGROUP: LAND USE

OVERARCHING STRATEGIC ISSUES: Funding and Leadership		
Two specific actions have been singled out that can have particular systemic impact on affordable housing in the land use arena:		
FINAL RECOMMENDATION(S):	ACTION STEPS needed for follow up and implementation:	WHO must be involved in follow-up and implementation:
<ol style="list-style-type: none">1. Identify a sustainable source of funding for the Affordable Housing Trust Fund, and2. Increase state level coordination on land use issues by designating a state office of land use at the cabinet level (similar to the Office of the Great Lakes) that will coordinate actions to achieve the recommendations of the Michigan Land Use Leadership Council and serve as an ombudsman for additional sustainable development initiatives and funding within the state.	<ol style="list-style-type: none">1. MSHDA and partners outline models for funding:<ul style="list-style-type: none">• Collect research nationally• Study successful models• ID which models work in the MI political environment• Convene communities and other partners for buy-in2. Obtain executive level support for the office.<ul style="list-style-type: none">• Secure an Executive Directive or Executive Order creating the office• Designate key staff to serve in the office• Provide interagency training and education on the importance of the office	<ol style="list-style-type: none">1.<ul style="list-style-type: none">• Stakeholders (nonprofits, citizens, community foundations, faith based groups, etc.),• Legislators sponsoring legislation at both the Federal and State levels• Federal and State (Rural and Urban) agency staff developing administrative strategies that most effectively utilize funding if acquired2.<ul style="list-style-type: none">• Governor's Office• state legislators sponsors• stakeholders (see above)
CHALLENGES associated with follow-up and implementation:		
Difficult decisions about prioritizing funding to further these initiatives will require innovation, determination, and political will.		

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STRATEGIC ISSUE: TRANSPORTATION		
<p>Michigan's transportation system can provide options that support the effectiveness of affordable housing programs by offering improved community health and a fairer distribution of services and prosperity. Transportation features can be built on the ideals of accessibility and efficiency, and coupled with planning and zoning changes that make communities more pedestrian-friendly and less car-dependent. This human-level approach would decrease transportation costs per household, improve access to jobs and schools, help alleviate environmental pollution and decrease roadway congestion, and increase community health and create a stronger sense of community connectedness.</p>		
FINAL RECOMMENDATION(S):	ACTION STEPS needed for follow up and implementation:	WHO must be involved in follow-up and implementation:
<p>Increase Transit Funding</p> <ol style="list-style-type: none"> 1. Tie transit funding to new affordable housing development funds. 2. Create a revenue sharing strategy for regional cooperation in transportation 3. Allocate the prescribed 10% funding from the Comprehensive Transportation Fund (MDOT) for public transit. 	<ul style="list-style-type: none"> • Articulate the economic and social equity benefits of human-scale, Transit Oriented Development • Advocate for Metro Planning Organizations (MPOs) to prioritize funding to discrete transportation projects in neighborhoods that provide affordable housing and meet balanced growth criteria <ul style="list-style-type: none"> • Start discussions with MDOT; look at our two plans and see how they coordinate. • Get all the state agency groups that are currently working on land use issues to meet together to unify an agenda (e.g. the Subcommittee from the DOT Context Sensitive Solutions plan; the DEQ group) • Advocate for the legislature to fund transit service at a full 10% of the MTF allowed by the state constitution <ul style="list-style-type: none"> • Convene nonprofits and state agencies together to plan. Work with Public Transit Assoc to see if there is support. • Quantify the advantages of a regional mass transit system on affordable housing, job accessibility, environment, social equity and economic development 	<ul style="list-style-type: none"> • Michigan Environmental Council • Michigan Suburbs Alliance • SEMCOG • MDOT • MDEQ • Public Transit Authority • Transit Riders United • Michigan Land Use Institute • MAP • People and Land Program • Land Use Funders • Regional Planning Commissions • MSHDA

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<p>Create Communities with Multiple Transportation Options</p> <p>1. Support neighborhood schools by renovating and revitalizing existing urban based schools within walkable distances of affordable housing.</p>	<ul style="list-style-type: none"> • Educate local communities about social and economic impacts of locating schools outside of existing neighborhood service areas • Advocate for legislation that would require local planning and zoning approval for school site selection and development • Work with the public health community to emphasize the connection between school siting, affordable housing and healthy lifestyles <ul style="list-style-type: none"> • Integrate with Cool Cities, and Cool Schools programs 	<ul style="list-style-type: none"> • Michigan Association of Planners • MSA • MML • MTA • MAC • Faith Based Organizations • Legislators (sponsors of bills) • Regional Planning Commissions • DHS • DCH • Governor's Council on Physical Fitness • Chambers of Commerce • State School Board
<p>2. Enhance financial incentives for incorporating walkable routes in and around new and redevelopment projects.</p>	<ul style="list-style-type: none"> • Educate municipalities in planning and zoning for transit friendly, walkable, bikeable communities • Promote the Safe Routes to School programming to improve/create opportunities for students to walk to school. 	<ul style="list-style-type: none"> • Risa Wilkerson, Gov Council on Physical Fitness • DCH • DOT
<p>3. Make sure that affordable housing sites are mass transit oriented (street design). Support a housing development density goal that is mass transit oriented (planning/site selection).</p>	<ul style="list-style-type: none"> • Build mass transit oriented street design into design for MSHDA multi-family developments and/or the requirements in the Qualified Allocation Plan (QAP) for the Low Income Housing Tax Credits program. • Develop housing site selection criteria that take account of transit among transportation options, and apply it to selection of affordable housing sites. 	

CHALLENGES associated with follow-up and implementation:

There is resistance, politically, economically, socially, to shifting resources away from road development to investment in mass transit.

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STRATEGIC ISSUE: REGIONAL COLLABORATION		
<p>In order to accurately address the issue of land use and affordable housing, it is essential to take a cross-municipal and often cross-county approach. Affordable housing is generally concentrated in lower income areas demarcated by city lines. By increasing the distribution of affordable housing, decentralizing and integrating affordable housing on a more dispersed basis with other forms of housing, and addressing it as a regional issue, we are better able to address the social equity gap and provide low-income dwellers a larger array of city services.</p>		
FINAL RECOMMENDATION(S):	ACTION STEPS needed for follow up and implementation:	WHO must be involved in follow-up and implementation:
<p>Provide a Fair Share of Affordable Housing in Each Community</p> <p>1. Draft a regional fair share housing policy in state legislature. Fair share housing is a policy of integrating affordable housing into all communities. The discrepancy is that “affordable” is based off of the assessment of local incomes, and some cities are much wealthier than others. As a result, the definition of “affordable” is only relative to each city. A regional fair share housing policy will set measurable affordability goals at the regional level, and for local governments, and work with local government and the private sector and the state to ensure that the goals are realized.</p>	<ul style="list-style-type: none"> Require that every municipality in the State adopt a housing policy that addresses adequate and affordable housing for all current and future anticipated residents. One strategy is to require an affordable housing component in community master plans. By ensuring that affordable housing is addressed in the plan, a community can lay the groundwork for ensuring that low and moderate income workers can remain in the community. Corresponding zoning law changes at these local levels should reinforce the comprehensive plan. Change state law to require regional planning agencies (Councils of Government, COG's or Counties) to view affordable housing as part of their regular scope of responsibilities. Elevate this through coordination with the 14 regional planning commissions. Examine housing proposals at stage of site selection, for evidence of acceptability in the region, as well as for local support. 	<ul style="list-style-type: none"> MSHDA Staff designing how this would look administratively Legislators to sponsor enabling bills Regional Planning Commissions MAC MTA Realtors Assoc Homebuilders Assoc Local units of government MAP Citizen Planner (MSU Extension) for education of local officials

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<p>2. Develop incentives for local governments to remove regulatory barriers to affordable housing. Some local governments make the integration of affordable housing quite difficult by engaging in exclusionary zoning, enormous lot minimum regulations, and by not allowing multi-family dwellings. Those cities that don't engage in such practices, or plan to remove such barriers should be properly rewarded</p>	<ul style="list-style-type: none">• Update/revise the funding formula to include incentive based tiers of revenue sharing available to those local units exhibiting the incorporation of affordable housing• Address the issues on a regional basis with multi-jurisdictional cooperation and multi-jurisdictional revenue sharing.	<ul style="list-style-type: none">• MML• MTA• MAC• Chamber of Commerce• Homebuilders Assoc.• Realtors Assoc.• Legislators (bill sponsors)• Farm Bureau• Regional Planning Commissions• MAP• Citizen Planner (MSU Extension)
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CHALLENGES associated with follow-up and implementation:

In some instances, exclusionary zoning is being promoted and continued deliberately by local units of government. The social factors involved with this issue will require close collaboration, and open and frank communication between all those listed.

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STRATEGIC ISSUE: LOCAL IMPLEMENTATION		
<p>State and local regulatory policies and processes create barriers to the creation of affordable housing. Zoning standards, such as minimum lot sizes, height limits, and parking requirements can preclude the development of affordable housing. Density restrictions, which many localities believe curb sprawl, can contribute to its spread. Many communities resist changes to their regulations because they fear increased density will change the character of their community, increase the cost of services, and exacerbate traffic congestion. Further, the perception that affordable housing units are not well planned, designed, constructed or sited contributes to the reluctance to embrace the development of such housing units in a community. The benefits of simplifying local regulations, improving the design and siting of such units, and creating more compact developments must be communicated more strongly to local officials. Finally, the lack of planning for all types of housing, and the disconnect between a community's comprehensive plan and its zoning ordinance, discourages the implementation of innovative techniques that would promote a balanced housing market in a community.</p>		
FINAL RECOMMENDATION(S):	ACTION STEPS needed for follow up and implementation:	WHO must be involved in follow-up and implementation:
<p>Strategic Planning, Zoning and Community Design</p> <p>Planning and Zoning</p> <ol style="list-style-type: none"> 1. Develop and drive development in areas w/ existing infrastructure and focus affordable housing in built communities. Provide incentives “for developers to build in not out”. 2. Recommend planning and zoning change the “rules of the game to even the playing field” by providing streamlined approach for urban revitalization. In other words, enable development in cities and developed areas to proceed as rapidly as in suburbs and open lands. 3. Promote mixed-use higher density zoning in communities. 4. Provide incentives (through a revised revenue sharing formula) to local units of government when they revise/update their existing zoning ordinances to allow for smartgrowth development patterns. 	<ul style="list-style-type: none"> • Restore the Statewide Planning Commission (that existed prior to 1947) • Pass legislation that empowers the newly established “ Office of Land Use” to be an implementation vehicle for this Commission. • Pass a statewide Comprehensive Land Use Planning Law designed to promote planning and zoning reform and enable local units to implement the 10 tenets of SmartGrowth. • Revise/update/ outdated zoning ordinances that presently are identified as promoting exclusionary zoning. Pass new ordinances. • Implement inclusionary land use ordinances at the local level and include the following provisions: <ul style="list-style-type: none"> • A threshold number of market-rate units that activates the inclusionary requirement for a corresponding percentage of affordable units • Incentives to assist the private sector in providing the affordable units, such as density bonuses, financial subsidy for construction, or down payment assistance to the affordable-home buyer; 	<ul style="list-style-type: none"> • Legislative Sponsors • Governor’s Support • Statewide stakeholder groups (previously listed) • Ballot Initiates, referendums, voter support • Developers

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	<ul style="list-style-type: none"> • A provision for payment in-lieu when the nature of the development (for example, a development of exclusively half-million dollar homes) makes it infeasible to include affordable units. • Enable localities to permit combinations of land use in zoning districts where locally determined to be advantageous to land use functions and desirable in forming sustainable communities. 	
Community Design <ol style="list-style-type: none"> 1. Pair Affordable Housing with public amenities and services. Locate housing near existing infrastructure, including features and attractions such as schools, parks, greenways, bike paths, community centers, as well as service infrastructure. 2. Determine appropriate mixes of land uses and their best locations, sizes and extent of land needed for those uses, and their optimal relations to transportation and other services. 3. Establish more Land Banks locally (tax reverted, abandoned or blighted properties) to clear titles for re-sale and re-use, and specifically designating a percentage of these “ready to redevelop” parcels for affordable housing construction within each land bank’s jurisdiction. 4. Housing Rehab: Restore/rehabilitate housing which is adequate for continued use and fits overall integrated plan for community development. 	<ul style="list-style-type: none"> • Update and reform Planning and Zoning laws to allow for more choices in land development patterns. Growth management strategies through incentive based revenue sharing, infrastructure development, and establishment of growth boundaries for our existing municipalities would allow these reforms to occur. 	

CHALLENGES associated with follow-up and implementation:

Our challenge will be to refute the rhetoric, and clearly show these changes will not suppress our economy, but energize it. By providing more choices for the way land is developed, we can begin to address the land use sprawl patterns NOT supported by the majority of our citizens.